Mr. E. K. Kuriyppe : അരി എവിടെയാണ, ഏതു കമ്പനിക്കാരുമായിട്ടാണ ഗവണ്മെൻറ ഏർപ്പാട ചെയ്തിരിക്കുന്നതെന്ന പറയാമോ?

Mr. K. R. Narayana Aiyar: ഒരു കമ്പനിക്കാരുമായിട്ടും ഏർപ്പാടചെയ്തിട്ടില്ല. നമ്മുടെ രാജ്യത്തിലുള്ള കച്ചവടക്കാരെക്കൊണ്ടു പുറത്തുനിന്നും വാങ്ങി ഇവിടെ വില്പിക്കുവാൻ ആണ ഏർപ്പാടചെയ്തിരിക്കുന്നത്.

Mr. E. K. Kuriyppe : ഇവിടെ അരി എവിടെനിന്നുമാണ ലഭിക്കുന്നത്?

Mr. K. R. Narayana Aiyar : മദ്രാസ് പ്രാവിൻസിലുള്ള രാമനാട്, തിരുനെൽവേലി, തഞ്ചാവൂർ, തൃച്ചിനാപ്പള്ളി, മധുര, സൌത്ത ആക്കാട മുതലായ സ്ഥലങ്ങളിൽനിന്നും തിരുവിതാംകൂറിലേക്ക വേണ്ടതായ അരി സപ്ലൈ ചെയ്യുവാൻ മദ്രാസു റീജിയണൽ പ്രൈസും സപ്ലൈ ബോർഡും ഏർപ്പാടചെയ്തിട്ടുണ്ട.

Food production.

30. ***Mr. James Fletcher**: Will the Government be pleased to state :

(*a*) whether any steps have been taken by the Agricultural Department to accelerate food production drive in the State; and

(b) what increase in the paddy production is expected in the State for the first half of the year 1118.

Mr. K. R. Narayana Aiyar : (a) Yes.

(b) It is not possible to give an estimate of the increased production at present.

VOTING ON DEMANDS FOR GRANTS—(*contd.*)

DEMAND VII—PUBLIC WORKS

DEPARTMENT INCLUDING WATER WORKS AND DRAINAGE.—(*contd.*)

Mr. T. K. Kittan (*Vaikam, Kottayam and Changanacherry cum Shertala*) : സർ, പബ്ളിക്ക മരാമത്തു വേലകൾക്കു ർവ്വ,ൻഫ,വ്വഫ രൂപയാണ ചെലവാക്കുന്നത്. ഇതു ഏകദേശം ഈ രാജ്യത്തെ മുതലെടുപ്പിന്റെ അഞ്ചിലൊരംശമാണ്. ഈ തുക ശരിയായി വിനിയോഗിക്കുകയാണെങ്കിൽ അതു അനുപതുലക്ഷം ജനങ്ങൾക്കും ഒരുപോലെ ഉപയോഗമുള്ള ഒരു സംഗതിയായിത്തീരും. ഇതുപോലെ വലിയസംഖ്യകൾ ചെലവാക്കുന്ന മറ്റു തുറകളും ഉണ്ട;

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എന്നാൽ അതുകൊണ്ടു എല്ലാജനങ്ങൾക്കും പരക്കെ ഗുണം കിട്ടുകയില്ല. വിദ്യാഭ്യാസത്തിനു വേണ്ടിത്തന്നെ ഏകദേശം അരക്കോടി രൂപയോളം ചെലവാക്കുന്നു. എന്നാൽ എഴുത്തും വായനയും അറിഞ്ഞു കൂടാത്തവർക്കു ഇതുകൊണ്ടു എന്തു ഗുണമാണുള്ളതു് ഓരോ ആണ്ടിലും അനുവദിക്കുന്ന തുക മുഴുവനും ചെലവാക്കാതെ വള്ളെപ്പണം ലാപ്സാക്കി കളയുന്നുണ്ടു്. അതു ജനങ്ങൾക്കു വളരെ സങ്കടകരമായ ഒന്നാണു്. മേലാലെങ്കിലും അനുവദിക്കുന്ന തുക മുഴുവനും അതാതാണ്ടിൽത്തന്നെ ചെലവാക്കണമെന്നുള്ളതിനു നിഷ്ക്കർഷമായ ഉത്തരവു കൊടുക്കണമെന്നു ഞാൻ ഗവണ്മെൻറിനോടു അപേക്ഷിക്കുന്നു.

മറെറാരു കാര്യം കോട്ടയം ബോട്ടുജട്ടിയെപ്പറ്റിയാണു്. ശ്രീമൂലം പ്രജാസഭയുടെ ഫസ്റ്റാമത്തെ യോഗംമുതൽ തുടർച്ചയായി അതിൻെറ അവസാനംവരെ, അതായതു, ഈ കൊല്ലവും ഈ സഭയുടെ ആദ്യംമുതൽ കഴിഞ്ഞ സെൻ വർഷക്കാലം വരെയും തുടർച്ചയായി കോട്ടയത്തു കച്ചേരിക്കടവിൽ ഒരു ബോട്ടുജട്ടി സ്ഥാപിച്ചുതരണമെന്നു അപേക്ഷിച്ചിട്ടുള്ളതാണു്. യാത്രക്കാർ വളരെ കഷ്ടപ്പെടുന്നുണ്ടു്.

Mr. I. C. Chacko (*Cheif Engineer*) : ഇപ്പോൾ കോട്ടയത്തു ബോട്ടുജട്ടിയുടെ പണി നടന്നുകൊണ്ടിരിക്കയാണെന്നുള്ള വിവരം മെമ്പർക്കറിയാമോ?

Mr. T. K. Kittan : അങ്ങിനെ തുടർച്ചയായ അപേക്ഷകൾ വന്നുകൊണ്ടിരിക്കുമ്പോൾ അതു സാദ്ധ്യമല്ലെന്നുണ്ടെങ്കിൽ 'സാധിക്കുകയില്ല' എന്നു പറഞ്ഞാൽ പിന്നെ ഇതും പറഞ്ഞു സമയം മെനക്കെടുത്തേണ്ട കാര്യമില്ലല്ലൊ.

ഫസ്റ്റ് പ്രോഗ്രാമുണ്ടു മുതൽ കുമരകത്തു ഒരു പാലംപണിയെ സംബന്ധിച്ചും ഞാൻ ഇവിടെ നിവേദനം ചെയ്തിട്ടുള്ളതാണു്. അന്നു് അവിടെ രണ്ടുമൂന്നു തുണികടം നാട്ടിയിട്ടുണ്ടായിരുന്നു. ഇപ്പോഴും അവമാത്രം അവിടെ ഉണ്ടു്. ഏറവും വലിയ ജനസംഖ്യയുള്ള ഒരു പകുതിയാണു് കുമരകം. ഞാൻ സെൻസസ്സു് റിപ്പോർട്ടിലെ കണക്കനുസരിച്ചു പറയുകയാണു്. ഞാൻ വിചാരിച്ചു, തിരുവനന്തപുരം പകുതിയിലായാണു് കൂടുതൽ ജനസംഖ്യയുള്ളതെന്നു്. എന്നാൽ അങ്ങിനെയല്ല. അവിടെ ഒരു പാലം വളരെ അത്യാവശ്യമാണു്. ഈ ആണ്ടിലെങ്കിലും അതിൻെറ പണി തീർത്തുതരണമെന്നു അപേക്ഷിക്കുന്നു.

എം. സി. റോഡ് നവീകരിച്ചു മൈലിലെ നാഗമ്പടം പാലം ഇപ്പോൾ അറകാറപ്പണികൾക്കായി ഗതാഗതം തടസ്സപ്പെടുത്തിയിരിക്കയാണു്. അതിനു പകരം ഇപ്പോൾ ടൗണിൻെറ വടക്കുപടിഞ്ഞാറെ

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[Mr. T. K. Kittan.]

ഭാഗത്തു ചുങ്കംകടന്നു നാലഞ്ചാമൈൽ ചുറ്റി എം. സി. റോഡ് ൧൦-ാംമൈലിൽ ചെന്നാണ് ബസ്സുകൾ പോകുന്നതു്. ഇതു വളഞ്ഞു തിരിഞ്ഞുപോകാതെ 'ചുങ്കം നട്ടാശേരി' വില്ലേജ്റോഡ് നന്നാക്കി ഒരു കലുങ്കുപാലം തീർത്താൽ ഒരു മൈൽ മാത്രംകൊണ്ടു എം. സി. റോഡ് ൯൯-ാം മൈലിൽ എത്താം. ഇതിനു കൂടി വന്നാൽ ൫൪൦൦ രൂപയുടെ ചെലവേയുള്ളൂ. ൬൦ അടി നീളവും ൫൦ അടി വീതിയുമുള്ള ഒരു പാലമാണു നാഗംപടം പാലം. ആ പാലത്തിനു ൬൦ വർഷത്തെ പഴക്കമുണ്ടു്. ൧൦൫-ൽ ആ പാലം ഒന്നു പുതുക്കിപ്പണിയിച്ചു. അപ്പോൾ ചെയ്ത പരിഷ്കാരം പാലത്തിന്റെ പടിഞ്ഞാറെ ഭാഗത്തു അഞ്ചടി വീതി തള്ളിക്കളഞ്ഞു. തൊട്ടടുത്തു ൫ അടി വീതിയിൽ ഫുട്പാത്തു് ഇട്ടു. ശേഷിച്ച ൧൦ അടി ഭാഗത്താണു് വാഹനങ്ങൾ ഗതാഗതം ചെയ്യുന്നതു. ഈ ഭാഗത്തുകൂടിമാത്രം വാഹനങ്ങൾ സഞ്ചരിക്കുന്നതുകൊണ്ടു പാലത്തിന്റെ കിഴക്കുവശത്തുള്ള തൂണുകളും (girder) ശീലാന്തിയും ലെവലിനു നിന്നുതെറ്റി താണു വളഞ്ഞു തിരിഞ്ഞുപോയി. കഴിഞ്ഞ മീനമാസത്തോടുകൂടിയാണു് അതിന്റെ അറ്റകുറ്റപ്പണി ആരംഭിച്ചതു്. ഇടവപ്പാതി ആയപ്പോൾ വേല നിറുത്തി. ഇനി വൃശ്ചികമാസത്തോടുകൂടി രാത്രമേ വേല തുടങ്ങാൻ ഇടയുള്ളൂ. ഇപ്പുഴത്തെ പരിശോധനയിൽ പാലം വളരെ ഉറപ്പുള്ളതല്ലെന്നു കണ്ടു. തൂണുകൾ മിക്കതും മണ്ണിൽ ഉറച്ചുതാടാതെയാണു് തൂങ്ങിനിൽക്കുന്നതു്. എക്സിക്യൂട്ടിവ് എഞ്ചിനീയർ ഈ വിവരം ഗവണ്മെന്റിലേയ്ക്കു റിപ്പോർട്ടുചെയ്തിട്ടുണ്ടെന്നാണ് അവിടെ പറഞ്ഞു കേൾക്കുന്നതു്. പാലക്കാൽ നിലത്തു തൊടാതിരിക്കുന്നതു വലിയ അബദ്ധമാണല്ലോ. ഇപ്പോൾ ൫൦,൦൦൦ മോ ൫൫൦൦൦മോ രൂപയാണ് ഇതിന്റെ അറ്റകുറ്റപ്പണിക്കായി അനുവദിച്ചിട്ടുള്ളതു്. ഈ സംഖ്യകൊണ്ടു ആ പാലത്തിന്റെ യാതൊരുപണിയും നടക്കുകയില്ല. മൂന്നു കാൽ ഉറപ്പിച്ചതിനുമാത്രം ൫൦൦൦ രൂപാ ഈയിടെ ചെലവായി. അതുകൊണ്ടു വൃശ്ചികമാസത്തിൽ വീണ്ടും പണിയാരംഭിക്കുന്നതിനുമുമ്പു് ഒരു കുലങ്കഷമായ പരിശോധന നടത്തി ആവശ്യമുള്ള തുക അനുവദിപ്പിച്ചുകൊണ്ടുമാത്രമേ പണിനടത്താവൂഎന്നാണ് എന്റെ അഭിപ്രായം. വേണ്ടിവന്നാൽ പാലം മുഴുവനും പൊളിച്ചുപണിതാലും തരക്കേടില്ല. ൧൦൫-ൽ ഇതിന്റെ പണി പുതുക്കിയ അവസരത്തിൽ ഇങ്ങനെ ഒരു പാലത്തേൽ മൂന്നുവിധ സഞ്ചാരപദ്ധതി ഏർപ്പെടുത്തിയതിന്റെ യുക്തി അല്ലെങ്കിൽ കുശലത എന്തെന്നു് ആ ഉദ്യോഗസ്ഥനോടു ഒന്നു് ചോദിച്ചാൽ കൊള്ളാം. എഞ്ചിനീയറിംഗ് സ്കിൽ (വാസ്തുവിദ്യാകുശലത) ഇതിൽ അശേഷമില്ല.

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ഒരു, വശത്തുകൂടിമാത്രം വാഹനങ്ങൾ ഗതാഗതം ചെയ്യാൻ ഇടവന്നതു കൊണ്ടാണ് ഒരടി വീതിയുള്ള ശീലാന്തി വളയുന്നതിനു ഇടവന്നതു്. എന്തു് പങ്കപ്പാടു്. ഗവണ്മെന്റോ, ഡിപ്പാർട്ടുമെന്റോ, മറ്റു ഉദ്യോഗസ്ഥന്മാരോ ആരുംതന്നെ ഇതിനെപ്പറ്റി അന്വേഷിച്ചിട്ടില്ല. ഇതെല്ലാം കാണുമ്പോളാണ് ചിലപ്പോൾ മനുഷ്യർ വെപ്രാളംകൊണ്ടു പറഞ്ഞു പിടിപ്പിക്കുന്നതു ഇവിടെ ഉത്തരവാദിത്വഭരണം വേണം എന്നു്. വെറും ഒരു വികാരംകൊണ്ടുമാത്രം അങ്ങിനെ പറയുന്നതാണു്. ഇപ്പോൾ ഷട്ടിൽ സർവ്വീസ് വച്ചുകൊണ്ടാണു ആളുകളെകയറ്റുകയും ഇറക്കുകയും ചെയ്യുന്നതു്. സ്ത്രീകളും കുഞ്ഞുങ്ങളും ഒക്കെ ഈവഴിയിൽക്കൂടിയുള്ള യാത്രയിൽ വളരെ കഷ്ടപ്പെടുന്നുണ്ടു്. എം. സി. റോഡിലെ ഒരു പാലം ആണിതു്. ഗവണ്മെന്റു ദയവുചെയ്തു ഈ കാര്യത്തെപ്പറ്റി ശ്രദ്ധാപൂർവ്വം ആലോചിച്ചു വേണ്ടതു ചെയ്യണമെന്നപേക്ഷിക്കുന്നു.

Mr. C. N. Thuppan Namboodiri (*Travancore Jenmies*) : എന്റെ സ്നേഹിതൻ മി. ടി. കെ. കിട്ടൻ ചുങ്കം-നട്ടാശേരി റോഡിൽ ഒരു പാലം പണിയിക്കുന്നതിനെപ്പറ്റിയും, ആ റോഡ് വീതി കൂട്ടുന്നതിനെപ്പറ്റിയും ഇവിടെ പ്രസ്താവിക്കുകയുണ്ടായി. ഞാനും ഈ കാര്യത്തിൽ പൂർണ്ണമായിയോജിക്കുകയാണു് ചെയ്യുന്നതു്. വളരെ ലാഭമായ സംഖ്യകൊണ്ടു് ഈ കാര്യം സാധിക്കാവുന്നതാണു്. എന്നാൽ ഏറ്റവും വലിയ ഉപയോഗമാണ് ഇതിനുള്ളതു്. ഇപ്പോൾ ബസ്സുകൾ ഗതാഗതംചെയ്യുന്നതു കോട്ടയം ടൗണിൽനിന്നും ഏകദേശം രണ്ടു മൈൽ മുറിവളഞ്ഞാണു്. ഈ റോഡിൽക്കൂടി ഗതാഗതം നടത്താമെങ്കിൽ ഒരു മൈൽകൊണ്ടു എം. സി. റോഡിൽ എത്താൻ കഴിയും. അതുകൊണ്ടു അവിടെ ഒരു പാലം പണിയേണ്ടതു ഏറ്റവും അത്യാവശ്യമായ ഒരു കാര്യമാകുന്നു. സർ, കഴിഞ്ഞ അഞ്ചാറു വർഷങ്ങളായി ഞാൻ തുടർച്ചയായി നിവേദനം ചെയ്തുകൊണ്ടിരുന്ന ഒരു ചെറിയ റോഡിന്റെയും ഒരു പാലത്തിന്റെയും കാര്യംകൂടി ഈ അവസരത്തിൽ ഡിപ്പാർട്ടുമെന്റിന്റെ ശ്രദ്ധയിൽ പെടുത്തിക്കൊള്ളുന്നു. ഈ പാലത്തെപ്പറ്റി [illegible] കൊല്ലത്തിനുമുൻപു മുതൽ ഇവിടെ പ്രസ്താവിക്കുവാൻ തുടങ്ങിയിട്ടുള്ളതാണു്. അതിനുള്ള സംഖ്യ അനുവദിക്കുകയും പാലം പകുതിയോളം പണിയുകയും ചെയ്തു. ഇരുവശവും സിമന്റും നടുവിൽ പലകയും അടിച്ചിട്ടാണു് പാലം പണിതതു്. കുറേദിവസം കഴിഞ്ഞപ്പോൾ ഈ പലക ഓരോന്നോരോന്നായി കാണ്മാനില്ല. ഒരു രാത്രിയിൽ ഒരാൾ ആ പാലത്തിൽക്കൂടി നടന്നുപോകുന്ന അവസരത്തിൽ അയാളുടെ കാൽ ഒരു പലകയുടെ ഇടയിൽ വീണുപോയി. ഈ പാലം വരുന്നതിനുമുൻപു അവിടെ കടത്തുവള്ളമുണ്ടാ

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[Mr. C. N. Thuppan Namboodiri.]

യിരുന്നു. പാലം വന്നപ്പോൾ വലിയ ഒരനുഗ്രഹമായി എന്നു ജനങ്ങൾ വിചാരിച്ചു. എന്നാൽ ഇപ്പോൾ പഴയ ആ കടത്തുവള്ളം കിട്ടിയാലും മതി എന്നു തോന്നിത്തുടങ്ങിയിരിക്കുകയാണ്. ഈ പാലത്തിന്റെ അപ്പുറത്തും ഇപ്പുറത്തും കഴുത്തോളം വെള്ളമുണ്ട്. റോഡിന്റെ ഇരുവശത്തുനിന്നും മണ്ണുകോരി റോഡിലേയ്ക്കുതന്നെ ഇടുന്നതുകൊണ്ടാണ് ഇങ്ങനെ വെള്ളം കയറുന്നതു്. അതുകൊണ്ടു് ആണ്ടുതോറും റോഡ് ഒന്നു രണ്ടടി താഴ്ന്നതാഴ്ന്നു് പോകുന്നു. ഈ റോഡിനു പ മൈൽ നീളമേയുള്ളൂ. നാലയ്യായിരം കുടുംബക്കാർ നിവസിക്കുന്ന ഒരു സ്ഥലമാണിതു്. അവിടെ ഒരു ഫാറസ്റ്റ് ഡിപ്പോഉണ്ടു്. ഈ ഡിപ്പോവിലേക്കുവരുന്ന ആളുകൾക്കും റോഡില്ലാത്തതുകൊണ്ടു വലിയ അസൌകര്യമുണ്ടു്. അതുകൊണ്ടു ഈ കാര്യം ഞാൻ ചീഫ് എഞ്ചിനീയരുടെ ശ്രദ്ധയിൽ പെടുത്തിക്കൊള്ളുന്നു. ജനങ്ങൾക്കു വളരെ കഷ്ടപ്പാടുണ്ടെങ്കിലും അതു ഗവൺമെൻറിനെ അറിയിക്കുവാൻ പ്രാപ്തിയുള്ള ആളുകൾ അവിടെയില്ല. അതുകൊണ്ടു അങ്ങിനെയുള്ള പ്രദേശങ്ങളെപ്പറ്റി ചീഫ് എൻജിനീയർ നോക്കുകയില്ല. ഈ വർഷത്തിലെങ്കിലും അവിടെ ചീഫ് എഞ്ചിനീയർ അവർകൾ കാറിൽ ഒന്നു് വന്നാൽകൊള്ളാമെന്നും എനിക്കപേക്ഷയുണ്ടു്.

Mr. T. Krishna Pillai : Sir, I support the Demand. No amount of repetition can be considered superfluous or extravagent in drawing the attention of Government to the indispensability of making adequate and efficient arrangements without any delay whatsoever for maintaining the irrigation works in proper condition. However much science may develop and whatever may be the value of demonstration and experimental farms, I must say, Sir, that until science demonstrates the possibility of cultivation without water the irrigation works will have to be kept in proper condition. I may also inform the House that the Travancore Government was concentrating their attention even half a centuary ago in maintaining efficiently the irrigation works. Till 1076 there were Tank Departments under the control of the Division Peishkars. Now fortunately the Public Works Department and the Government cannot invoke the aid of want of funds as an excuse for not doing things properly in this direction. We know that there is a very huge irrigation fund at present at their disposal. We urge, Sir, that something definite and effective is done without much ado to keep up the irrigation works in good and proper condition. A word, Sir, about the proposed dam at Aruvikara in the Neyyattinkara taluk. Fortunately investigation has commenced last year.

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I would strongly urge that this investigation should not be allowed to be delayed in the hackneyed old stereotyped fashion to which the departmental men are habituated. We wish that the dam becomes an accomplished fact at no distant date.

A word regarding the repair and maintenance of roads. In the matter of repair and maintenance of roads there was a rumour some months back that the Government have given certain instructions to the P. W. D. to the effect that the whole allotment towards this item should not be spent. If this is true, then nothing can be more pernicious than this. If the maintenance of roads is not done promptly and properly the inconvenience to the public as well as the financial loss to Government in the long run would be so great, that, I urge that such a short-sighted policy should never be continued by Government.

Another point I wish to refer to is about the practice of keeping up metal heaps on the sides of roads. This scandal is suffered to continue despite the great bus accident near the Kuzhithura bridge some years back. One great defect of such systematic appropriation of the road for a long period is that all traffic is conveyed and confined to that portion which is free and open so much so, that portion deteriorates soon under such heavy and constant pressure. But, Sir, this danger to road dwindles into insignificance when we consider the danger to life that results by capsizing of cars, carts and other vehicles.

Another point I want to stress upon the Government—if I may call a spade a spade—is that the P. W. Department stands unexcelled in the matter of dilatoriness and procrastination in carrying out works. The Land Revenue Department, also contributes its quota in this respect. It is always seen that works for which estimates were prepared and amount sanctioned cannot be taken up because of the delay in the acquisition of land by the Land Revenue Department. I would strongly urge that necessary arrangements be made for the speedy disposal of Land acquisition proceedings by the Land Revenue Department.

Mr. Kochikal P. Balakrishnan Tampi (*Karunagapalli, Karthikapalli and Ambalapuzha* cum *Shertala*): Does the member say that the delay is due as much to the dilatoriness on the part of Government in giving administrative sanction as on the part of the Land Revenue Department?

Mr. T. Krishna Pillai: It is partly due to that also. Administrative sanction is ordinarily delayed inordinately—either wantonly or negligently,—and this contributes considerably for the proverbial dilatoriness of the department. I thank the honourable member, for drawing my attention to this fact.

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Mr. K. M. Kesavan: Sir, I also support the Demand in order to stress a few points. In view of the increasing importance of agriculture I would urge the necessity for the restoration of the irrigation section of the Engineering Department which point has been raised by some Honourable Members. If all these sections are joined together it may not be possible for one officer to look into all these matters as it would be if irrigation were kept under a separate head. On that matter I request the Government to issue orders urgently for the restoration of the irrigation section.

With regard to bridges I have also my own complaint but it is not a selfish one. I wish to refer to two bridges on the Quilon-Alleppey Road: the Iron Bridge at Quilon town and the Wooden bridge at Chavara. Both are in a dilapidated condition for the last three or four years and the attention of the Government was called to this point on more occasions than one. But as yet no attempts have been made by the Department to repair them in order to afford sufficient convenience to pedestrians and Vehicular traffic.

Then with regard to local needs, Sir, it was with considerable difficulty that people of my taluk were able to open ten miles of a ryots' road last year. Small allotments were made under 'original Works' for the taking over of these roads in stages. But I see that in reference to one of the most important ryots' roads, I mean the Choolatheruvu—Paalamood road, where the entire earth-work has been completed by local efforts, not a pie has been spent this year though even the land has also been surrendered. But it is consoling to see that the allotment is made in the next year's budget also. I would request the honourable member for the Public Works Department to spend this amount for the improvement of this road, if not wholly, at least by stages. Owing to floods, parts of the road have been washed away. These are places where repairs are needed at the earliest possible moment. I would request the honourable member to turn the attention of the department towards the construction of necessary culverts on this road and as a next stage, further work may be taken up.

Then again, there was a bridge on the Kayamkulam—Muttom Road, again a local road in Karthigapally taluk on the western side of the Pathiyoor temple. This bridge fell into ruins and it is now ten years since it has been allowed to remain so. On more than one occasion the attention of Government was drawn to this matter. Some time ago an estimate was prepared and submitted to Government, but as yet nothing is seen to have come out of it. The matter has been, as it were, eliminated from the budget. I would invite the attention of Government to this matter also, and request that a wooden bridge may be put up there. There is no

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necessity for an iron bridge here; but a bridge is a necessity without which no vehicles can pass. With these observations I support the demand and draw the attention of the honourable member concerned to the matters referred to above.

Miss Thresia Korah (*Thodupuzha* cum *Meenachil*): I rise to oppose the demand. The rural parts are completely neglected in the matter of maintenance of communication. The small culverts or wooden bridges which they demand are not granted. Another source of trouble is the P. W. D. Poramboke. The P. W. D. officers report encroachment of Poramboke simply to spite an individual. Very often no method or law seems to govern these poramboke cases. To report or to excuse is left to their will and pleasure; bribery and recommendations seem to govern these matters. I wish to place one more fact before Government and that is that the repair to the Nagampadam bridge should be made as early as possible.

Mr. A. Easwara Pillai (*Kottarakara and pathanapuram* cum *Shencottah*): I oppose the motion. In doing so I wish to point out that we who represent rural constituencies have got a standing complaint that this Department is not doing anything substantial to improve the means of communication in the rural area. A major portion of the allotment of the P. W. D. is expended on embellishing the cities and towns, for constructing pucca buildings and for town-planning. If Government have realised that the major portion of the population reside in villages and their economic salvation lies in the development of a net work of roads and canals in rural areas, Government would not have allowed this Department to neglect country sides.

Mr. Kochikal P. Balakrishnan Tampi: May I remind the honourable member of the formula which was made by the honourable member and his colleagues in the Advisory Committee making a fair distribution of the allotment for urban and rural needs.

Mr. A. Easwara Pillai: I know the formula. It was completely ignored. The formula, was laid down for distributing the fund according to the extent, population and the revenue of every taluk. But my complaint is that this formula was not followed by the Department.

Sir, Villagers seem to be united at least in this particular matter. They are working for the improvement making great sacrifices by cutting open new roads, by doing all earth work themselves and by giving lands free of compensation to Government. But their efforts seem to be going to waste on account of the absence of responsiveness on the part of the Department. I ask Government

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[Mr. A. Easwara Pillai.]

in all seriousness whether they have bestowed their attention in this matter in spite of the repeated representation by the people. Some honourable members have thrown the blame upon the Chief Engineer, but I assure the honourable members that he is innocent and if he failed to do anything it may be due to his helplessness in the matter. He is also a son of this soil and he is as patriotic and as enthusiastic as the honourable members of this House but the difficulty lies elsewhere. It seems that the Government insist on the strict observation of the existing Ryots Road Regulation which lays down as a condition precedent that the ryots should surrender the lands to the Revenue Department and that they must formally proclaim the land as poramboke. Then only the P.W.D. can step in and prosecute the work. Inordinate delay is caused in the Taluq offices. They have no time or incentive for this special work. There is no compulsion also from the Government. This rule must be changed. It is not advisable to entrust this work to revenue authorities in future.

Therefore I request Government to consider this matter seriously and if possible appoint special officers for this purpose. Otherwise opening of new roads in rural areas cannot be conducted effectively according to the requirements of the various localities.

Another point I wish to bring to the notice of Government is the reorganisation of the Irrigation Department. It is highly imperative at this time when we are exerting very much to improve the production of food materials. This can be done only by means of intensive cultivation. I know several acres of our paddy lands which were silted up, have become dry lands. If we can properly conserve and distribute water, all these lands can be easily converted into wet lands and double crops can be grown to our advantage.

Mr. P. R. Godavarma Raja (*Edavagai*) : I support this demand. In doing so I wish to express my appreciation of the work done by the Advisory Committee. But one outstanding complaint, one complaint which is frequently expressed is that the Government under the present situation do not find sufficient funds to undertake the work which they have recommended. Sir, as some of the honourable members of this House expressed, there are so many needs of the rural population in the matter of communication. There is the necessity for constructing bridges where they are necessary and it is a pity that Government says that there are no funds available for such allotted works. One important matter was referred to by my honourable friend Mr. Kittan, namely the unfortunate condition of the Nagampadam bridge. Sir, it is one

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of the most important bridges along the M. C. Road and I have myself experienced very great difficulties in travelling as well as in carrying luggages along this road.

Sir, when we discussed the Forest Demand, it was pointed out by the Forest Conservator that the land in the forest areas have been subjected to frequent soil erosion. Allied to this I would refer to the silting of the river beds in most of the rivers in the State. Due to frequent floods, almost all the rivers in the State have been silted up with sand. Year after year we find that this damage to our rivers is on the increase. Sir, it is high time that the Department of the Public Works should find out some means to prevent this injury.

I would suggest that a committee of experts, even outsiders should be invited to go into this all-important question and devise measures which are necessary. With these words I support the demand.

Mr. N. Krishna Aiyar (*Vaikom, Kottayam and Changanachery* cum *Peermade*): In supporting this demand I would emphasise and reiterate the urgency and necessity of taking up and completing as expeditiously as possible the Kottayam Water Supply scheme. It has been a long standing grievance of the people of Kottayam. For 6 months of the year they have not got sufficient water. In most of the wells of Kottayam town, from Vrischigom or Dhanu onwards until the rains set in there will be practically little water for any purpose. Though there is a river close by, it is not useful to several people in the interior and even for those who use it it is not useful for 3 or 4 months during which the water is brackish. Several representations have been made to Government directly and through the Municipality for taking up the scheme and for some time it seems to have engaged that attention of the Government and an allotment of Rs 12,000 seems to have been made in the year 1117 for carrying out preliminary investigation. But evidently nothing tangible has has been done so far and it is a very sad feature to note that for the year 1118 no allotment is made under this Head The towns of Trivandrum, Nagercoil, Alleppey, Shencotta and other places have been blessed with watter supply schemes and in some places they will be getting water very soon. Equally important as for the above towns is the water supply scheme for the Kottayam town. It needs the immediate attention of the Government. I therefore pray that the Department and the Government should start preliminary works at least during 1118 transferring the amount lapsed in 1117 to that year.

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[Mr. N. Krishna Aiyar]

'Much has been already said about the necessity of expeditiously finishing up the Nagapadam bridge by my friends Messrs. Kitten and Raja. For many long years past many doses of mixtures have been administered to this patient. But the ailment is becoming worse and worse. It remains to be seen when the treatment is going to end. The diversion of the road which takes about 7 to 8 miles consumes a lot of petrol. It is a source of great hardship in these days of petrol scarcity. So I have to urge the necessity for completing the bridge and to see that it is finished at least within 2 or 3 months bestowing all the attention of the Department upon that work.

Another general aspect which I wish to bring to the attention of the Government and the Department is that side by side with the development and beginning of the construction of new roads, bridges and other works it will also be useful, to complete the works already taken and partly done for which the Government have spent several thousands of rupees. One of such works in point is the Kuttanad Water Suply. A sum of Rs. 8,000 seems to have been spent in 1116. A sum of Rs. 20,000 seems to have been budgetted for in 1117 from which Rs. 5,000 have been spent. It is very unfortunate that no allotment seems to have been made in the current year's budget for completing the work in 1118. About Rs. 13,000 spent on that work would be a complete waste if the work is not proceeded with and finished.

The difficulty of getting good drinking water in Kuttanad is known to all persons and that has been particularly brought to the attention of the Government from time to time. It was with a keen sense of urgency that the Government launched upon a scheme of giving water supply to Kuttanad by constructing tube wells and also by trying other experiments in that area. Now for the past 2 years experiments have been conducted with prospects of success and it is really surprising that no allotment seems to have been made for the next year to complete the works. I therefore pray that the Government would make necessary arrangements to continue the work to success.

There are also certain canals for which Government have spent lots of money. One of the canals is the Chalakkal canal. For years past Government have been spending thousands of rupees. When completed the scheme will be a very useful one. The Canal will not only be useful for paddy cultivation but it will be useful for irrigation and navigation purposes as well. A similar canal is the Chingavanam canal. A lot of money has been spent on it. Roads have been cut open in many places. Especially at this time when road transport is becoming very expensive due to the dearth

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of petrol, it will be very useful to open up waterways. Though the Department need not launch upon new schemes, at least those which have been taken up and partly finished should be completed. That will facilitate not only communication and navigation but also the irrigation of the surrounding areas. A more ambitious scheme to be taken up is the A. V. M. Canal, a canal which seems to be of very great historical importance, the one connecting Trivandrum with Cape Comorin. Some portions of the canal are still there. If the Government would take up the question seriously I think it will be quite possible, if not in one year, in the course of 2 to 4 years to have the canal an accomplished fact so that there will be easy water transport from Trivandrum to Cape Comorin. With these words I support the demand.

Mr. M. K. Ananthasiva Aiyar: Before I speak on the motion I would like to invite the attention of the Financial Secretary to page 5 of the Budget. Under Heads of Account-'H,' I see that by adding the figures the total comes only to Rs 2,94,101. But in the accounts it is Rs. 2,94,401. If it is a mistake I would request the Financial Secretary to have it corrected.

Sir, I join with my friends in saying that we should not allow any amount budgetted for in an year to lapse at the end of that year. There are certain very important works which have to be attended to espicially at a time when we plead for 'grow more food'. One of the canals which requires the immediate attention of the Chief Engineer is the one connecting Pampa river with Karumadi thodu. There are some 30,000 acres of *kari* lands lying on the sides of this canal which do not produce adequate quantity of paddy. If this canal is deepened, I am sure that water will flow from the Pampa river right through these lands washing away the acidity in the soil. This will be conducive to a better yield from the land. Last year or so it seems some amount was spent for deepening one of these canals. But unfortunately they did not foresee one difficulty. The soil taken from the canal was left on the banks of the canal itself. But during monsoon season when there is heavy rain the sand was taken back to the canal and it came to its original stage. So instead of putting the sand on the canal bank, it will be advisable if we remove it to some other place and raise some other plot which may very well be useful for assigning to the poor people like the backward communities.

With regard to the Watter Supply Scheme in Kuttanad I am an eye-witness to the operations that have been going on. That is a work which if it had been entrusted to some private agencies would have been completed with 2 or 3 thousand rupees. For the one well that was tried to be sunk, as Mr. Krishna Aiyar said, an amount of Rs. 5,000 is shown as spent in the accounts. Some

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officers of the Department came over to the place with some iron materials for digging. A tube well was sunk in 10 or 15 days and the officers and the implements were removed from the place after one year. So, for 11 months the officer and the implements were idling away their time in the place.

President : Were they doing nothing ?

Mr. M. K. Ananthasiva Aiyar : Absolutely nothing except perhaps sending some papers here and there. The well was sunk in 15 or 20 days. There was no difficulty for the pipes to go down. Water was found at a depth of 213 or 214 ft. But the water was not very good.

Mr. T. K. Kittan : ഈ പ്രാ മാസവും ഈ ഉദ്യോഗസ്ഥന്മാർ അവിടെ സുഖമായി താമസിക്കുകയായിരുന്നോ. ജോലിയൊന്നുമില്ലാതെ?

Mr. M. K. Ananthasiva Aiyar : അതേ. ശമ്പളവും വാങ്ങിച്ചുകൊണ്ടു സുഖമായി താമസിക്കുകയായിരുന്നു.

Mr. T. K. Kittan : ഭേഷ്കരം.

Mr. M. K. Ananthasiva Aiyar : It was thought that it would be better if they dig a little deeper. Then the pipes were lowered to a depth of 480 ft. There was a perennial supply of water, a natural flow of water to a height of 20 ft. above the ground level. It was found that the water was good and the people were very much gratified and they were full of joy at seeing such a rush of water coming out. Subsequently saying that pipes are not available all these implements were taken to some other place. Even though the pipes have been taken out, water is rushing on its own accord. I would say that the earliest opportunity should be taken to finish the work. If the Department cannot find convenience to have it done at an early date I would even suggest that some contractor may be engaged to have the well sunk at an early date. With these words I support the demand.

Mr. Kochikal P. Balakrishnan Tampi : May I know whether Monkompu is a part of Kuttanad ?

Mr. M. K. Ananthasiva Aiyar : It is an important part of Kuttanad.

Mrs. Abernom Gnanasikhamony (*Nominated*) : Sir, I wish to support the motion. In supporting I should like to bring to the notice of Government two things. Firstly, about an agricultural tank called காமாட்சிக்குளம் in ஆசாரிபள்ளம் of Neendakarai Pakuthy survey number being 902 A and C. This tank is 2 acres and 92

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cents in area. Repeated petitions were sent by the people, for the renovation of this tank, to the various officers concerned. The first petition was given on 23-11-1114, the second dated 24-9-115, the third petition was given on 4-5-116. The petitioners requested that encroachments on the banks of the tank should be evicted and the tank properly repaired by making its banks stronger. I too was appealing to Government on the floor of this House and as a result of that last year some sort of repair was done to the banks. A few coolies came to the spot and put some earth on the bank. Nobody was there even to supervise their work. This repair work was washed away when the next monsoons set in and there is a big breach now. Due to the unsatisfactory condition of the tank the paddy fields fed by this tank have to suffer a good deal from floods during rain, and there won't be sufficient water for the next season. The encroachments in other places are treated very seriously, but some how or other this encroachment is neglected although it covers an area of about 75 cents. Because of these encroachments only, the banks are made thinner and weaker. Hence I request the Government to look into the matter and do the three things mentioned in the petitions of the people. This is a time, Sir, when we are thinking of growing more food-crops. Therefore, I fully hope that Government will not treat this matter with indifference.

Now, I want to mention a few words about the condition of the road branching from Nagercoil-Manakudi road at the 6th mile stone. This road was opened in 1926 and in 1929 money was sanctioned by Government for its metalling. But somehow or other the amount lapsed. Repeated petitions were sent to take up the work and till now nothing has been done in that direction. The Road Committee was approached in this connection last year and the year before last year. This year, during the mid-summer vacation when the Committee had been to Nagercoil this matter was placed before them and they promised that this would also be included in the list for urgent works on the ground of priority and its usefulness. I request the Government to kindly take up this matter also, into consideration and sanction again a sum for metalling this road and see that it is done. It is only 2 furlongs in length. With these words I support the Demand.

Mr. G. Narayana Aiyar (*Parur, Kunnatnad and Muvattupuzha* cum *Devicolam*): Sir, I also support this Demand. In doing so I request Government to appoint a special officer to look into the question of improving and renovating various irrigation tanks in the various parts of North Travancore. The necessity of growing more food crops is so imminent that sufficient facilities must be given to the agriculturists so that they may take up intensive cultivation in right earnest. It is not possible for the Government to supply all the necessary money to the agriculturists to carry on their cultivation though they are bound to provide

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[Mr. G. Narayana Aiyar]

them with money at least on credit. In the course of a reply to an interpellation, last year, it was revealed that there were thousands of irrigation tanks in North Travancore lying silted up which only need some renovation. At present, the agriculturists are not sure of the fact that these tanks if repaired could be utilised for an adequate supply of water for agricultural purposes. The tanks are so old and kept in hopless conditions. There are also sufficient lands available for cultivation if these tanks can be made useful for irrigational purposes. To ascertain the utility of these tanks a special officer under Irrigation should be appointed.

President: Why does the honourable member want a special officer for this purpose when we have Executive Engineers and Sub-Division officers who can look after such things.

Mr. G. Narayana Aiyar: But, Sir, they will have no time to go into this question in detail. The special officer to be appointed needs some knowledge of Agriculture also. Such an officer if deputed will certainly be useful. By the abolition of the separate irrigation department the agriculturists are put to much hardships. At least as a temporary measure a special officer for the above purpose may be appointed for North Travancore where the facilities for increased paddy cultivation exists on a large scale. With these observations I support the demand.

Mr. A. Lekshminarayana Aiyar (*Financial Secretary to Government*): Sir, the mistake in the totalling as pointed out by the honourable member Mr. M. K. Ananthasiva Aiyar in the Budget is due to the figure '9' in the last item being printed by inversion as '6'. It will be seen by a reference to page 224 of the budget that the provision under Maramat is Rs. 1,05,900 and not Rs. 1,05,600.

Mr. I. C. Chacko: Sir, I am thankful to the honourable Members for supporting the demand and also for the useful and valuable suggestions they have made. References were made yesterday on the floor of the House that large and important contracts were given to outsiders by this Department. Two instances were quoted in connection with that. One relates to the Toll Gates leased out by this Department. Until the year 1112 toll-gates were leased out to individuals. They were auctioned either in the Chief Engineer's Office or in the various Executive Engineer's Offices within whose jurisdiction these toll-gates were situated and in 1111 the amount went up to about 6,37,450 rupees. But owing to the very unhealthy competition which existed during that year, several of those who bid the gates withdrew later on and Government had to make other arrangements which resulted in some loss to Government. As a result of that, in the year 1112 when the gates were auctioned it was found that only Rs. 4,34,000 were realised on this

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account. Finding this amount was very low the then Chief Engineer carried on negotiations with some of the bidders and the present lessee took up the lease for Rs. 5,70,000. From that year onwards every year tenders were invited and the tenderers were given the option of bidding either individually or for all the gates together. And from 1112 onwards nobody tendered for an amount anywhere near the amount bid by the person who is having the contract now. Even last year, barring Mr. Chettiar, the highest bidder was Rs. 50 to 60 thousand below that of the amount for which the contract was given. Therefore, it was only the proper procedure that the highest bidder should be given the gates and so he was entrusted with them. There is no other reason for giving it like that.

Mr. T. Krishna Pillai: May I know whether Government have considered the question of abolishing the tolls in view of the resolution passed in the legislature that the tolls should be abolished ?

Mr. I. C. Chacko: That does not arise from what I am saying. Sir, another point which was referred to was about the dustless road from Trivandrum to Cape. That work was started in 1939. Tenders were invited and 6 firms tendered for the work. Considering the time for completion and the nature of the work to be done in the different sections, the best man was selected. He actually carried out the work within 18 months whereas the next man wanted 2½ years. The whole work was completed within the time specified and that was the best arrangement that could have been made.

Mr. James Fletcher: May I know whether the honourable member is aware of the fact that there are still certain portions to be completed on the main road ?

Mr. I. C. Chacko: It is not the contractor's fault. They were portions which were deviated from the original line. Some time is required for the new roads to settle down. The work is now proceeding and it would be completed in a few weeks.

Sir, one of the main points of criticism has been that large sums were allowed to lapse at the end of the year. But, I may say that most of the amounts surrendered were from capital works such as the Shencottah Water Supply, Trivandrum Drainage Scheme and the Nagercoil Water Supply. Honourable Members must remember that we are in the midst of war and there is very great difficulty to get materials for these works. Moreover it is very difficult for any firm to take up the contract for the supply of these materials even if we are prepared to give very high rates. They do not guarantee the supply within any specified time. That is the

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difficulty. Even if orders are given there is shipping difficulty and the risk of the materials reaching us probably after several months or they may not reach us at all.

Sahib Bahadur T. Mahomed Ismail (*Nominated*): Is it not possible to continue Dr. Kamesam's method of construction works?

Mr. I. C. Chacko: I do not know that he made any machinery.

Sahib Bahadur T. Mahomed Ismail: For constructing bridges.

Mr. I. C. Chacko: I am dealing with schemes like Water Supply, Drainage etc. It is on account of that that large sums were surrendered at the end of the year. It is due to circumstances over which nobody has any control that these surrenders take place.

Sir, I shall now deal with some of the local needs referred to by some honourable members. First I shall take up the Nagampadom bridge about which much has been said. It is true that that bridge was built about 60 or 70 years ago and it was intended only for light traffic obtaining at that time, not for the present day heavy traffic. Lorries with full loads are not allowed on the bridge. The platform was renewed in 1102 with facilities for one way traffic only. That is why I said that half the width of the bridge has been made quite fit for traffic and the other half is only a raised platform intended for people to walk along. The width of that is so adjusted to accommodate vehicular traffic on one side and pedestrian traffic on the other. It is not true that piles are now hanging as was represented by an honourable member. The piles have gone only about 1½ feet into the ground. The bed of the river has been badly scoured. That is due to the fact that there was unrestricted removal of sand from the river bed between Parampuzha and Illikal. Recently the Government have passed stringent orders that no sand should be removed from that area and that is being strictly adhered to. A provision of Rs. 25,000 has already been made in the Budget to be utilised for this work and a detailed estimate has been called for the same. If any additional amount becomes necessary, that will be easily met from the Road Development Fund. It is the intention of Government to take up seriously this work in the course of the next year.

One honourable member suggested that Government have issued a circular asking the P. W. D. to surrender the unspent portion of the maintenance grants on roads and that no maintenance be done at all in future. I am not at all aware of any such circular nor have I issued any such instructions to my subordinates.

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Mr. T. Krishna Pillai : I think the P. W. D. subordinates are working on that understanding. It is rumoured like that.

Mr. I. C. Chacko: I can assure the honourable member that that rumour is not based on proper facts. I can assure that it is baseless.

One honourable member referred to the construction of a short road near Kottayam.

Mr. Kochikal P. Balakrishnan Tampi: May I know whether the honourable member has got the necessary administrative sanction so as to enable him to take up any particular work in an year.

Mr. I. C. Chacko : May I know which is that particular work ?

Mr. Kochikal P. Balakrishnan Tampi : I mean to say that if there has been any circular to surrender maintenance grants, will it not cause delay either by way of obtaining administrative sanction or in the matter of spending the money on that particular work ?

Mr. I. C. Chacko : No administrative sanction is required for maintenance works every year.

Mr. Kochikal P. Balakrishnan Tampi: I speak about other works. I wish to know whether administrative sanction for a particular work is obtained so as to enable that work to be begun early enough ?

Mr. I. C. Chacko : There may be isolated instances when a particular work might not have been taken up for want of administrative sanction. In the majority of cases, administrative sanction is being obtained in time.

Mr. T. Krishna Pillai : May I know whether maintenance work on any particular road has been held up during the middle portion of a year ? Are there instances where the maintenance allotment has been considerably reduced in respect of a particular road ?

Mr. I. C. Chacko : Nothing of the kind has been done so far as I am aware.

As regards the Nattasseri road and the bridge, the estimate is ready. There is not sufficient width for the road and for the construction of a bridge as is represented here. The estimate for both works amounts to Rs. 14,000. Therefore it may not be possible to take up that item of work immediately.

Mr. C. N. Thuppan Namboodiri : ആ പാലത്തിനുള്ള പ്രയോജനം ഉണ്ടാക്കണമെങ്കിൽ രണ്ടുവശത്തുമുള്ള റോഡ് കൂടി പൊക്കിയാൽമാത്രമെ സാധിക്കയുള്ളൂ എന്നറിയാമൊ?

Mr. I. C. Chacko : I believe the honourable member refers to another road altogether.

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[Mr. I. C. Chacko]

ചവുട്ടരി പാലത്തിന്റെ കാര്യമാണ് മെംബർ പറയുന്നത്. അതിന്റെ രണ്ടുവശത്തുമുള്ള റോഡ് നന്നാക്കുന്നതിന് റോഡു ബോർഡു കാരുടെ അനുമതി കിട്ടിയതിനുശേഷമെ സാധിക്കയുള്ളൂ.

Regarding the bridge at Kumarakom, the honourable member who spoke about it is not aware that the work is going on even now and that it has made good progress.

With respect to the iron bridge at Quilon, some difficulty is experienced for getting materials. All the same, it has been possible for me to collect the necessary iron materials from all over the State. An estimate has already been sanctioned and the work will be taken up next year.

Regarding the supply of water for Kottayam, of course, the Government are equally anxious to show some progress. But the real difficulty is that we cannot get heavy water quality pipes and other equipments required for sinking tube wells. The present idea is to sink bigger wells of the ordinary type in different parts of that town. A report has been called for from the Executive Engineer to be sent up in consultation with the Municipal President of the place.

Mr. Thuppen Namboodiri : അഡൈ്വസറി ബോർഡുകാർ നിർദ്ദേശിക്കുന്നതായ ചെലവു ചെയ്യാനുള്ള അധികാരമല്ലാതെ, ചീഫ് എൻജനീയർക്കുപ്രത്യേകമായി അധികാരമില്ലെന്നു ഞാൻ വിശ്വസിക്കട്ടെയൊ?

Mr. I. C. Chacko: അഡൈ്വസറി ബോർഡുകാരുടെ നിർദ്ദേശമനുസരിച്ചു ഇപ്പോഴും ചെലവുചെയ്യുന്നുള്ളൂ.

Mr. K. K. Kuruvilla (*Mavelikara and Tiruvalla cum Pittanamthitta*) : May I ask the honourable member what has happened to the spillway at Thottappalli

Mr. I. C. Chacko : I shall come to that point later.

Mr. C. N. Thuppen Namboodiri : കിഴക്കെ ആവശ്യങ്ങളെപ്പറ്റിയുള്ള റിക്കാർഡുകൾ അഡൈ്വസറി ബോർഡുകാർക്കു അയച്ചുകൊടുക്കുന്ന പതിവുണ്ടോ?

Mr. I. C. Chacko : സാധാരണയായി അങ്ങിനെയാണു ചെയ്യുന്നതു.

Mr. E. K. Kuriyppe: അനുവദിച്ചിട്ടുള്ള എല്ലാ ജോലികളും പെട്ടെന്നു പൂർത്തിയാക്കാൻ സാധിക്കുമോ?

Mr. I. C. Chacko : ചില സ്ഥലങ്ങൾ പൊന്നുംവില കൊടുത്തു എടുക്കേണ്ടിവരുന്നതിൽ ചില താമസങ്ങൾ നേരിട്ടേക്കും. സ്ഥലം കിഴിഞ്ഞുകിട്ടിയാൽ ഉടൻ വേല ആരംഭിക്കുന്നതാണു.

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Mr. E. K. kuriyppe : ഒഴിഞ്ഞുതന്നിട്ടുള്ള സ്ഥലങ്ങളിലുള്ള ജോലികൾ മുഴുവനും പെട്ടെന്നു പൂർത്തിയാക്കാൻ സാധിക്കുമോ?

Mr. I. C. Chacko: അതിന്മേലുള്ള നടപടികളെല്ലാം പൂർത്തിയായിട്ടുണ്ടെങ്കിൽ നിശ്ചയമായിട്ടും അതു ചെയ്യുതീർക്കും.

Mr. G. Narayana Aiyar: I find nothing as representing statement XIX in the Administration Report for the Department that has been supplied to us. I wish to know whether there is a statement like that and if so where it is ?

Mr. I. C Chacko: I shall look into the matter. I believe it may be a mistake in printing.

There is only one other subject to be answered. Regarding the spillway at Thottapally, though it is true that Government have sanctioned an estimate for the work costing about Rs. 3½ lakhs, now that has been found to be a little too costly. Therefore, the Department under order of Government are re-examining that estimate with a view to see if the cost could not be reduced. Again, there is difficulty for getting materials, if the work is taken up at this time. However, as soon as the estimate is recast, necessary action will be taken. The improvement of the canal from Pamba to Karumadi river is included in that estimate. A provision of Rs. 20,000 is made towards improvements to the canals. I shall take necessary action with respect to the other local needs referred to by the honourable members of this House.

Mr. Kochikal P. Balakrishnan Tampi: May I know, what about the formation of a separate Irrigation Department ?

Mr. I. C. Chacko; It is not a fact that the whole Irrigation Division has been abolished. All the sub-divisions and sections relating to irrigation work are functioning even now. It is only the post of the Executive Engineer that has been abolished. The office staff of the entire irrigation branch are functioning in various offices. Now that the work of the regular Division Officers is less than what it used to be formerly, it is hoped that these officers will have sufficient time to devote proper attention to that item of work. Therefore, Government do not consider it necessary to restore that appointment immediately.

Mr. Kochikal P. Balakrishnan Tampi: Then, what about the Maramath Department ?

President: The time for the Demand having expired, the question before the House is that Government be granted a sum of Rs. 48,91,811 under Demand VII Public Works Department including water works and Drainage.

The motion was put and carried.

The Demand was made:

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